G. R. S. App. F. IX-4]

Previous References.

1942 - 3. War File No. 194-42

(War) Serial Nos. 156.

Later References.

W 12-43-182.

GENERAL AND REVENUE SECRETARIAT

Serial Nos. Six only.

Part B for March 1943.

SUBJECT.

Motor transport for civil defence.

Joshi Krishnan
19.3.43.

1237/W

Motor Transport for Civil Defence

General and Revenue Secretariat

W File No. 194 of 1942-3 [App. F. III—2

Serial No. 1

From The Secretary to Govt Home Dept
F. III-42 dt 13th Octr. 42 forwarding
copies of C.D. Dept Circular dt 21st Sept. 42
& War Transport Dept Letter dt 1st Aug. 42
re: motor transport for Civil Defence
and requesting that the position in regard to
the availability of motor vehicles for
Civil Defence purposes in Class II Towns in
the State may be reviewed and results
intimated to the Govt.

(1) Subd for perusal and orders
whether the file may be sent to the DSP
Wpn for favour of remarks.

(2) Yes
Advise, Secy

(3) 20/10

Land P

(4) Recd 21/10

(5) Forwarded to the Inspector General of Police in Mysore
with compliments for favour of remarks

B.

21/10

RETURNED WITH COMPLIMENTS:-

(6) The following is the position regarding the availability

OCT 21 1942
No 3396

Bangalore City
Mysore City
Bhadravathi

CHIEF SECRETARY
20 OCT. 194
GOVT OF MYSORE

Q.S. 21/X 5a.

H.O.Rg. Camp I/W.

U.O.T.C 97/42-43.

WAR GOVT

5/1

WD 04155—GPB—55,000—23-10-41

availability of motor vehicles for Civil Defence purposes in Class II towns in the Mysore State viz., Bangalore City, Mysore City and Bhadravathi.

7) The District Magistrate, Bangalore District, has earmarked for Civil Defence, Police and Essential Services 24 lorries, 18 buses and 4 Taxies. These figures do not include the vehicles set apart for A.R.P. purposes. The eight lorries which are taken over for Aerodrome Construction work are not also included in the above number.

8) The District Magistrate, Mysore District, has furnished a list of 10 taxies, 6 lorries and 15 buses for Police, A.R.P., Civil Defence and Essential Services. Of these one lorry is taken over for the Aerodrome Construction work and the total number of lorries is reduced to 5. Some of these vehicles are fitted with charcoal gas plants on the ground that in case petrol is supplied these vehicles could be run without making use of the gas producer plants.

9) As regards Bhadravathi no list is received from the District Magistrate, Shimoga, so far. He is requested to earmark the vehicles required for the Civil Defence purpose for Bhadravathi immediately from the vehicles available in his jurisdiction and to intimate this office if he desires the number of vehicles to be supplemented from other Districts.

Serial No.

M Devadas

Inspector General of Police

2

1230
1748
W

2092
W

Motor Transport for Civil Defence.

Continuation Sheet. W File No. / Current No. 197 of 42-3. Page.

10) The Resy in their letter d 13th Oct. 42 desires the Govt to review the position in regard to the availability of motor vehicles for CD purposes in Class II Towns in the State and to intimate the results to them. A reminder has also since been received from the Resy. The I.S.P has given the nos. of vehicles available in Bangalore & Mysore and has stated that he has asked for the D.M. Shimoga viz. Q Bhadravathi stated for personal and orders whether the information now furnished may be communicated to the Resy on information viz. Bhadravathi will be sent in due course.

RS 5/1 3/12

11) In this connection the Residency suggests the appt of a Provincial Transport Controller for both the State & the C & M Stns. Kindly let us have your views in the matter. The War Transport Dept letter d 4th ans. A2 defines the duties of the Provincial Transport Controller.

Vide Linking file

A

12) The information furnished as regards Bangalore & Mysore may be sent to the Residency also as regards Bhadravathi, the D.C. has been asked to take necessary action. The D.R.O. has not however verified the vehicles earmarked are exempt

3289.

[illegible] Shimoga

13) The D.C. Shimoga may please arrange to send his report in this regard. In the meanwhile

1748
2092/W

Motor Transport for Ch

Continuation Sheet. File No. / Current No. of Page.

OFFICE OF
JAN 18
K. 6235

An interim report regarding loss by the Bombay
Airways Ltd of Nyssa civil plane just rec'd
from

14) Submitted with a draft reply to the Resy with
memo to the USofS and a draft reminder
to the D C Shimoga

RS
12/1
Sq

15) From draft reply to Resy is sent
to Hq

Memo issued.
Issue 3072/ack Sl. 3.
812 Jan. 15 to the
DC Shimoga

16) Draft to Residency is sent
to Hq

37-2-0

17) Further telegram received
from Hq
16/1.

18) Hq
18/1.

Hq/Issue
18/1.

Sl. 4 Issue Pol. 1470 d 19 Jan. 43 to the Resy
3163 Mem USofS.

Sl. 5. From The USofS.
T.C. 229/41 d 2nd March 43 intimating the no
of Vehicles earmarked for establishment at
Bhadravathi.

20) The Vehicles earmarked in Bangalore & Mysore

2092
2620 - W Motor Transport for Civil Defence.

Continuation Sheet. W File No. / Current No. 197 of 42-3. Page.

have already been intimated to the Rly.
Submitted for perusal with a draft letter to the Rly
in continuation

for Secretary

Deputy Secy 8/3

8/3

8/3

for 8/3

Sl.6 Issues Rd. 1783 dated March 43 to the Rly.

CHIEF RY. 8. MAR. 1943 GOVT. OF MYSORE.

W.197-42-1

No. F.111-42/W.(ee2) 1230/W.

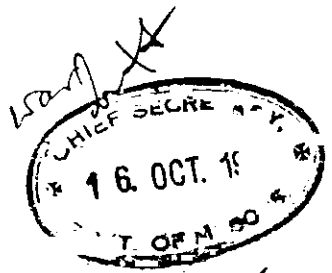
The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

FROM

THE SECRETARY
TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
Bangalore.



Dated Bangalore, the 13th October *1942.*

MOTOR TRANSPORT FOR CIVIL DEFENCE.

SIR,

I am directed to forward for information copies of the letters noted in the margin.

1. The Government of India, Civil Defence Department Circular to all Provincial Governments etc., No.357/42, dated the 21st September 1942.
2. Express letter from the Government of India, War Transport Department, to all Provincial Governments etc., No.45-T(4)/42, dated the 4th August 1942.

2. With reference to paragraph 3 of the Civil Defence Department Circular No.357/42, dated the 21st September 1942, the Government of India state that they would appreciate a review of the position in all Class I and II towns in Indian States and Administered Areas. I am accordingly to request that if there is no objection the position in regard to the availability of motor vehicles for Civil Defence purposes in the Class II towns in the Mysore State may kindly be reviewed and the

results

results intimated to this Residency as soon as possible.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

VN

No.32 A/42-A.R.P. (C.D.),
GOVERNMENT OF INDIA,
Civil Defence Department,
New Delhi, the 21st September 1942.

From

A.J.Ibbotson, Esquire, C.I.E., M.B.E., I.C.S.,
Secretary to the Government of India,

To

All Provincial Governments
Chief Commissioners.

Civil Defence Department Circular No.357/42.

Subject: - Motor Transport for Civil Defence.

Sir,

I am directed to refer to Government of India, War Transport Department's letter No.45-T(4)/42, dated 4th August 1942, addressed to all Provincial Governments on the subject of the use of civil transport vehicles in connection with Defence and particularly to those parts of paras.2(3) and 3(1) which deal with arrangements for inter-Provincial transfer, distribution of vehicles obtained on lease/lend and the control of priority of supply of motor vehicles by Provincial Transport Controllers.

2. Presumably, the department dealing with Civil Defence in the Provincial Government will have arranged for the requirements of motor vehicles for Civil Defence to be notified to the Provincial Transport Controller and for its views to have been pressed before him as regards the priority which should be accorded to the various categories of vehicles both inter-se and in relation to those of other indenting authorities.

3. The Civil Defence Department of the Government of India would appreciate a review of the results of such action and particularly as regards any deficit of vehicles due to the inability of the Provincial Transport Controller to allot the required number of vehicles for Civil Defence. We would then interest ourselves in enquiring whether these could be obtained elsewhere in India or by securing some of the chassis arriving by sea.

4. In this connection, we are anxious, as, doubtless, you are, that there should be the utmost possible economy in the use of motor vehicles for Civil Defence and every avoidance of "freezing" vehicles.

In view of the seriousness of the situation as regards motor vehicles it is therefore desirable to review the position and to see whether any other form of transport can be substituted in any particular cases. If there is little or no prospect of obtaining all the motor transport required, schemes should be modified now and other forms of transport substituted which could be replaced by motor transport if and when it became available.

5. One suggestion to this end is the carrying of rescue equipment on hand carts and of stretcher-case casualties on hand-pushed frames supported on springs attached to bicycle wheels. In the smaller towns and in congested areas of large towns with narrow lanes these methods might in any case prove quicker and more efficient than motor transport.

We are obtaining a sample of a stretcher carrying carriage of this nature and are studying the question of production in quantity.

6(i) Another suggestion is that motor lorries should only be used for Rescue Parties, Decontamination Parties and Mobile First Aid Posts and for such services as Debris Removal and Corpse Disposal which really require a large and powerful lorry, while for lighter work such as that done by Ambulances and Vans for towing Trailer Pumps, motor-cars with

Cont.

a long chassis should be converted and used. There should be much less difficulty in getting motor-cars than in getting lorries, particularly in view of the numbers likely to be laid up owing to the petrol restrictions.

(ii) Recent advice, based on actual experience of Air Raids both in the United Kingdom and in the East, has led this department to the view that sitting-case cars will not in fact be of any real practical use and that for such cases as need conveying in a car the one used for conveying First Aid Parties to the scene of an incident can be used and will be ample for conveying sitting cases to First Aid Posts. The Provincial Government's (Your) views on this question are requested. Subject to consideration of any objections that may be received the Civil Defence Department propose to delete all reference to sitting case cars from their Handbooks etc. and will have no objection to any Provincial Government proceeding at once to dispense with them should they think fit. Cars already obtained for this purpose might then be suitable for conversion as suggested in sub-para.(i) above.

7. In the meantime, we should be glad of the Provincial Government's (your) views as to the directions in which alternative forms of transport could be substituted for motor transport - particularly in the smaller towns - and as to the approximate number of hand-pushed stretcher carriages which they (you) estimate might be required in place of motor ambulances.

I have the honour to be,
Sir,
Your most obedient servant,

Sd. A.W.Ibbotson,

SECRETARY TO THE GOVERNMENT OF INDIA.

VN

EXPRESS LETTER.

GOVERNMENT OF INDIA.
WAR TRANSPORT DEPARTMENT.

No.45-T(4)/42.

Dated New Delhi, the 4th August, 1942.

From

Sir Satyendra Nath Roy, CSI., CIE., ICS.,
Secretary to the Government of India.

To

The Chief Secretaries of all Provincial Governments and
Chief Commissioners, Ajmer-Merwara, Baluchistan,
Coorg and Delhi.

Subject:- Use of civil transport vehicles in connection with Defence.

Reference

2. (1) The majority of Provincial Governments have accepted, and none has opposed, the proposals made in letter No.45-T(2)/42, dated the 14th April 1942, issued from the late Department of Communications. The Government of India regret the delay which has occurred in pursuing this matter. It is now necessary to bring the arrangements into force as soon as possible with certain minor modifications indicated in this letter.

(2) The essence of this scheme is the centralisation of control of motor transport in the Province in the hands of one officer, hereafter referred to as the Provincial Transport Controller, to whom the demands of Defence Services and Central Departments will be intimated either specifically or in general terms by this Department. Delays in meeting local demands will undoubtedly tempt those requiring transport to overstate and ante-date their requirements and to "freeze" vehicles unnecessarily. To avoid this and to promote expedition, the Provincial Transport Controller should, it is suggested, be assisted by Regional Controllers exercising delegated authority under him.

(3) It would be impracticable for this Department to specify in detail all the demands which will from time to time arise. The object is to re-establish control of the civil transport authorities so as to ensure that the best use is made of all available vehicles, to prevent overloading, over-speeding and unnecessary wear and tear, and to ensure

that .....

Department shall be able to obtain the information necessary for the discharge of its functions. These functions include the arrangement of inter-Provincial transfer of vehicles as and when necessary; the provision, distribution and control of the use of vehicles and parts obtained on Lease/Lend; the securing, as far as possible, of an adequate supply of tyres for essential civil transport; the coordination of transport generally and in particular its use for the carriage of goods in relief of congested sections of railway.

(4) These objects will, it is believed, be served if this Department communicates specifically the heavier demands of Central Services and Departments; and arranges regular channels through which other demands, the nature of which will, as far as possible, be indicated in advance by this Department, shall be disposed of locally.

(5) In para. 3 of Communications Department's letter of 14th April, 1942, it was proposed that all demands in connection with Defence, except small scale local hiring for military station transport, should be dealt with in the manner indicated. The requirements of all Central Services and Departments are more or less directly concerned with the prosecution of war. It has been found upon further examination that "small scale local hiring for military station transport" cannot be isolated and excepted. It follows that the arrangements now to be brought into force will extend to all demands of the Defence Services and Central Departments without exception.

3. (1) In accepting the proposals, the Government of Bengal have laid stress on two points to which they attach importance, viz.

(a) that "freezing" of vehicles by different authorities in anticipation of needs must cease, and

(b) that where demand for transport exceeds supply, there must be no local attempt to contest or modify the order of priorities indicated by this Department.

The Government of India entirely agree as to "freezing", and stringent instructions are being issued accordingly to all concerned neglect of which should be reported to this Department. The question of priorities is more difficult. However closely these may be defined, they should not be operated so rigidly as to totally deprive objects somewhat low in the list of all transport in order that those at the top should be served in full. Moreover, any system of priorities is bound to be influenced by local circumstances.

It is therefore proposed that the Provincial Transport Controller should have power to use his discretion and to apply what may be called a local priority test where necessary; and that any general scheme of priorities should be subject to such special instructions as the Central Government may issue from time to time with reference to a particular locality. It is proposed therefore that the Provincial Transport Controller shall have full power to make decisions, but that if he rejects wholly or in part a demand made by any competent authority on behalf of a Central Service or Department, that authority shall have the right to appeal to the Government of India.

(2) For the purposes of this letter it will be necessary to expand somewhat the scheme of Priorities, of which Provincial Governments are aware, laid down by the General Staff. An expanded statement for these purposes will follow shortly.

(3) It is clear that the work and responsibility of the Provincial Controllers will be considerable. The rationing of petrol and of tyres is very closely bound up with the general control which these officers will be required to exercise. In the discharge of their functions they will make decisions which will require the grant of temporary permits and the cancellation of other permits. It is desirable, as far as possible, therefore, that the Controller should be the Chairman of the Provincial Transport Authority and that the rationing of petrol and tyres should be under his control. But for some time at least, it is probable that the work involved will require the undivided attention of the officer concerned, and either the release of the present chairman of the Provincial Transport Authority from other duties, or the appointment of a special officer to work as Provincial Transport Controller in close collaboration with the Chairman of the Provincial Transport Authority. The Government of India are already bearing the actual additional cost of the petrol rationing establishments. Any proposal for a revision of this arrangement consequent on the proposals contained in this letter should be made separately, but should not stand in the way of the early setting up of the organisation now suggested. It appears, however, that the work of the Regional Controllers will fall within the normal functions of the Secretaries of the Regional Transport Authorities, and that additional expenditure will not be necessary for the regional organisation.

(4) ....

(4) The Military Authorities intend to appoint liaison Officers to keep Provincial Controllers in close touch with military demands. It may occasionally be necessary for other Central Departments to appoint their own liaison Officers. These appointments will, it is believed, be welcomed by Provincial Governments as promoting coordination and better understanding of the difficulties on both sides..

4. The arrangements outlined in the following paragraphs will come into effect from the 1st September 1942.

5. (1) All demands for the use of civil transport and personnel by or on behalf of the Central Government will be intimated to this Department specifically or in general terms, by General Headquarters, General Staff Branch, in the case of Defence Services, and by the Department concerned in other cases.

(2) These demands will be communicated by this Department to Provincial Governments, either --

(a) specifically as to numbers, time places and purpose as in the case of the lorry-group scheme for aerodrome construction; or

(b) generally in the form of intimation of current and probable requirements to be met, to the extent that the vehicles are available, on demand by an authorised officer of the Central Services or Departments.

(3) The most important present specific demand, which has already been specified in detail, is the supply of lorries for aerodromes. As indicated later in this letter, the requirements for the training of drivers will be dealt with separately. Other demands susceptible of detailed specification will be intimated from time to time. Provincial Governments are already aware of the nature of many of the other demands, for station transport, the requirements of the Supply Department and their contractors and so forth. A full statement of the purposes for which demands will arise will follow as soon as possible. In the meantime, its absence should not delay the initiation of the arrangements.

(4) Normally Military Commands and competent officers of other Central Departments will, with the least possible delay now inform the Provincial Government of the designations, addresses and telephone numbers of the officers authorised to make demands under sub-para. (2) (b) above. The Provincial Governments will likewise give Commands and local officers

of .....

of other Departments similar information regarding the Provincial and Regional Transport Controllers to whom application should be made in different Regions and in different cases. Copies of the information mutually exchanged should be supplied to this Department.

(5) All officers so authorised to make demands for civil transport will, with the least possible delay, inform the appropriate Transport Controller of the numbers of vehicles of specified types* and capacity, drivers and other personnel, already hired or requisitioned by them, or otherwise held at their disposal for example by Contractors and, of the numbers --

(a) which are immediately required for current regular use,

(b) which are expected to be required intermittently, at what intervals and for how long on each occasion;

(c) which are expected to be required in certain eventualities or emergencies to be specified.

The demands under (a) should, as far as possible, be met immediately and in full upon lapse of current contracts. The officers making the demands are being instructed to give the Controllers as long notice as possible of any subsequent substantial changes in their demand under (a), and to review and, if necessary revise their estimates under (b) and (c) at intervals to be mutually arranged with the Controllers, which should not normally exceed three months.

(6) As regards the requirements of the Provincial Governments, the Government of India emphasise the necessity of avoiding as far as possible the "freezing" of vehicles as for example for A.R.P. As large a proportion as possible of the vehicles which will be required in emergencies should be earmarked but released for other use until the emergency threatens.

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* The types to be specified are:-

1. Heavy duty dual rear wheel vehicles with goods bodies.
2. Heavy duty dual rear wheel vehicles with dual purpose bodies.
3. Light goods vehicles, delivery vans, etc.
4. Buses 20 seats and over (140 inch wheel base and over).
5. Buses less than 20 seats (less than 140 inch wheel base).
6. Cars and motor cars, 4-5 seats and over.
7. Baby and 2 seater cars.
8. Motor cycles with side cars.
9. Motor cycles without side cars.

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(7) .....

(7) The Provincial Transport Controller will consolidate and coordinate these current and provisional demands of Central Services and Departments with those of Civil Defence, A.R.P., and essential general transport, and will make such dispositions and advance dispositions as may be necessary to meet them. Where the demands, current or provisional, exceed the supply, the Provincial Controller will, in consultation with local Military Commands and the chief representatives in the Province of other Central Departments, decide which demands must necessarily be scaled down, or modified as to the type of vehicle. Close co-operation will be necessary and it will be impressed upon all concerned that practically no Province has a supply of heavy duty vehicles available for transfer. The officers authorised to demand transport vehicles are being instructed to accept, to the fullest extent possible, the advice which may be tendered by Transport Controllers regarding the more economical use of motor transport, the use of other forms and of vehicles run on producer gas. Transport Controllers will be entitled to satisfy themselves on these points.

(8) When, despite all adjustments, the demands for civil transport exceed the supply, they will be met as far as possible in accordance with the general scheme of priorities referred to in para. 3 (1) above, Intra-Provincial movements of vehicles and personnel to meet varying demands will be arranged by the Provincial Transport Controller at the cost (to be determined by the Controller) of the office of the Service or Department for whom the transport is provided. Continued shortage of motor transport in any Province, despite the greatest possible use of other forms, will, as far as possible be made good by this Department by arranging transfers from other Provinces, but little relief, except possibly in the lighter types of buses and commercial vehicles can at present be looked for in this way.

6. (1) The direct demands for civil transport will be either --

(a) for voluntary hiring or requisition on hire, or

(b) for outright acquisition.

(2) No civil motor vehicle will be hired or requisitioned

on .....

on hire for any Central purpose, except with the approval of the Provincial Controller, as may be necessary to meet demands made in accordance with the letter.

(3) No civil motor vehicle will be acquired outright for any Central Government purpose except --

(a) in the case of transport vehicles, other than motor cabs and delivery vans, under the general or specific orders of this Department,

(b) in the case of other vehicles under the orders of the Supply Department.

7. (1) No fresh contract for hiring transport vehicles and no fresh contract of carriage in motor vehicles, by or on behalf of any Central Service or Department will be entered into without the approval of the Provincial or Regional Transport Controller. Military Commands and local officers of other Central Departments will give the Provincial or Regional Transport Controller immediate notice of the impending termination of any contract and of their transport requirements thereafter.

(2) The question of hiring vehicles for the training of drivers is a difficult and complicated one, which greatly concerns some Provinces while others are not affected. A separate letter is therefore being addressed to Provincial Governments on this matter.

(3) Dislocation of existing arrangements before others can be substituted must be avoided, and where the Transport Controller concerned is not in a position to suggest any change or modification that can be put into effect immediately, he will have to limit his function under sub-para (1) above to a request for renewal of the contract only for such a period as may be necessary to enable him to suggest other practicable arrangements.

(4) The terms and conditions of veluntary hiring, or requisition on hire, will be determined by the Provincial Transport Controller in consultation with the officer concerned and with regard to the following considerations. It is highly desirable that the terms should be as uniform as possible throughout the Province for similar types of vehicles employed on similar classes of work. The rates specified in the Communications Department's lorry group scheme for aerodrome construction may be taken as a general guide as to the adequate remuneration of the owners and drivers .....

drivers, having regard to the arduous nature of that work on the one hand, and, on the other, to the fact that under that scheme petrol, lubricants, tyres, repairs and spare parts are paid for separately. For ordinary transport puposes, a more simple system of rates is desirable, such as, payment per lorry mile with a guaranteed weekly minimum, or payment per maund-mile subject to maximum loading not greater than the legal load of the vehicle. Where the lorry group scheme for aerodrome construction has worked satisfactorily, the cooperative principles of that scheme, but with a simplified system of payment, might be adopted. In every case, it will be necessary to secure the maximum use of the transport hired and the element of bonus should if possible, and where necessary, be introduced. As control is re-established, it should be possible to effect progressive improvements in the arrangements for hiring, and, for this reason, contracts should as a rule be relatively short-term.

8. (1) There remain the many cases of indirect use of transport vehicles by firms engaged in various forms of munitions and other war supplies, in terminal transport from railways or at ports, and by M.E.S., and Public Works contractors. In the first two cases, employment is generally regular and stable and no interference should normally be necessary unless, of course, the number of vehicles has to be reduced to meet a demand of higher priority. It is understood, however, that the Transport Controllers are entitled to demand full information as to the numbers and types of vehicles employed and as to the extent to which they are being used. They will also be entitled to demand information that may be necessary for them to decide whether other forms of transport cannot be used, wholly or in part, and whether the vehicles in question cannot be fitted with producer gas plants. The importance of war supplies is evident, and Transport Controllers will doubtless bear this in mind. They should be instructed that in cases where mutual agreement cannot be reached and they still find it necessary to reduce the numbers of vehicles employed or to reduce the petrol ration, they should, in important cases, at the time of communicating their decision to the officer concerned, report to this Department, by express letter or telegram, the proportionate reduction made, the reasons therefor and the work affected.

(2) .....

(2) The cases of works contractors are complicated. The more general one is where the contract is for completed work, and the contractor has made his own arrangements for transport. This is on a par with the two more or less stable cases referred to in the preceding sub-paragraphs.

(3) In other cases, and apart from this Department's lorry-group scheme for aerodromes, a Government Department may itself have entered into contracts for the supply of vehicles to be used by works contractors. In such cases, the contracts must be allowed to expire in the normal way. The fresh contracts will be subject to the concurrence of the Provincial Transport Controller.

9. In all these cases, control can now be recovered, if lost, and retained by insistence; where necessary, on the vehicles being covered by permits under chapter IV of the Motor Vehicles Act, 1939. As will be seen from the Communications Department's express letter No.117-T(1)/42, dated the 30th May 1942, permits can now be cancelled at any time and temporary permits can be granted for any period. Vehicles owned by Government, as in the case of those actually bought by the Central Public Works Department for aerodrome construction, are exempt under section 42(3) (a) of the Motor Vehicles Act. For the rest, while section 42(3) (f) of the Motor Vehicles Act gives power to provide by rule for the exemption of others, it is suggested that, as a general rule, exemption is undesirable as tending to undermine control. If in certain cases the fees for permits are pitched at a level inappropriate to transitory employment of vehicles for certain purposes, the Provincial Government will doubtless consider the desirability of amending the relevant rules under the Act.

10. (1) For expedition in the disposal of business, it is suggested that Provincial Governments should agree to correspondence being carried on directly between this Department and Provincial Transport Controllers, a copy of all letters exchanged being endorsed to the Provincial Government at the same time. Correspondence on matters of policy will, of course, be addressed to the Provincial Government.

(2) .....

(2) It is requested that the names and addresses of the Provincial and Regional Transport Controllers be communicated to this Department as soon as possible, and that the Provincial Controllers be instructed to furnish to this Department direct such information as may from time to time be called for.

Secretary to the Government of India.

D.A.NIL.

HMI/4/8.

"490 - 4-8-42.D".

THE OFFICE OF THE HON'BLE THE RESIDENT IN MYSORE

Government of India.

No. F.111-42/W. 1748 W. Dated the 2nd Dec. 1942.

DEPARTMENT. 1178 Bangalore. TB

Subject:— MOTOR TRANSPORT FOR CIVIL DEFENCE.

The undersigned is directed to invite attention to the communication noted in the margin and to request the favour of an early reply ~~the early return of the file be expedited~~.

No. F.111-42/W, dated the 15th October 1942.

for SECRETARY TO THE RESIDENT.

T.B.

S. 10.

MFP—971 S&P—(M-1581)—13-10-39—300,000.

P.T.O.

ON HIS MAJESTY'S SERVICE.

G O No 1 Conf - - - - - -
22/X

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
B a n g a l o r e.

Subd.
There is no reference in the Saffie Board bearing on the subject. The protection Br of the War Section may be asked if the previous reference has been received there.
3/12 (A the Secretariat)
3.12
11/12
6/12 (Prot Br of War Section)
Yes 7/12

The previous correspondence
relating to D.G.P.W.O.
dated 22-10-42. This file
has not been received back
Subject initials or
name number
5/12/42

Forwarded with
compliments to the
Director General
Police for favour of
expediting the return
of the records

Home 258/W 5 Dec. 42

"REMINDER"

War 197-42-2.

No 2586/C

5-12-42.

The Inspector-General of Police
in Mysore, Bangalore.

MOTOR TRANSPORT FOR CIVIL DEFENCE.

I am directed to invite reference to this office Unofficial Note No.1, Camp, dated the 22nd October 1942, on the above subject and to request you to kindly send an early reply in the matter.

I have the honour etc.,

For Chief Secretary to Government

No.F.111-42/W. 2092 W

From

The Secretary to the Hon'ble
the Resident in Mysore,

To

The Chief Secretary to the
Government of Mysore,
Bangalore.

Bangalore the 7th Jan. 1943.

MOTOR TRANSPORT FOR CIVIL DEFENCE.

Sir,

I am directed to refer to my letter No.F.111-42/W, dated the 13th October 1942 and reminder dated the 2nd December 1942, and to enquire when a reply may be expected.

I have the honour to be,
Sir,
Your most obedient servant,

for SECRETARY TO THE RESIDENT.

MAP. 7/1

Appendix F. G.—1]

SUBJECT.....

.....

.....

Diary No. of letter replied to.....

General and Revenue Secretariat

( )

the 194 .

Date of issue..... 12.1.43

Signed by..... R. S. K. N.

List of enclosures.....

Copied by.....

Examined by.....

Section War

File No. 197-42

Serial No. 3.

No. 3072/W d 12.1.43

To

The D C Shimoga.

Motor Transport for Civil Defence

Sir

I am directed to invite reference to the Govt's request for requiring the commandeering of vehicles required for CD purposes for Bhadravathi, which is a Class II Town and to request that the report may kindly be expedited since a reply has to go to the Govt in the matter

I have the

to state

I Class Govt Asst Secy

Appendix F. G.—1]

SUBJECT.....

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Section War
File No. 197-42
Serial No. 4.

Diary No. of letter replied to.....

No. Pol. 1470/Encl

To

General and Revenue Secretariat

( )

the *194* .

The Secy to Govt of Madras Motor Transport for CD Dept.

Date of issue 19-1-43

Signed by Sd. S.K.V. Iyer

Paras 2 & 3 of Rt ISD's U/O Nil

I am directed to enclose herein a report for the Govt indicating the position regarding the availability of motor vehicles for CD purposes in Bangalore & Mysore Cities. A further report will be sent in due course as regards Bhadravathi which is the only other Class II Town in the State

I have

List of enclosures.....

Copied by.....

Examined by.....

WD 0416[illegible]—GPB—60,000—24-10-41

for 12/1/43 Chief Secy to Govt

PTO

Memo No 3163/W dated 19.1.43

Copy to USO for information
with the request that the Shipping
DG report any kind of exposition

Bro

Chief Secretary

C. F. No. 46]

W 197-42-5

2620
W.

GOVERNMENT OF MYSORE

Tele gram / phone

OFFICE OF

the Inspector General of Police
in Mysore, Bangalore.

No. T.C.229/41
Encls.

Date 2nd March, 1943.

To

The Chief Secretary to
the Government of Mysore,
Bangalore

Subject:- Motor Transport for Civil Defence

Sir,

With reference to the correspondence ending with your Memo No.3163/W. dated 19-1-1943, I have the honor to state that the Deputy Commissioner, Shimoga District, has ear-marked the following vehicles for Essential services at Bhadravathi.

1. 2 cars (petrol driven)
2. 3 lorries (fitted with gas plants)
3. 1 van (Petrol driven) Ambulance

War

CHIEF SECRETARY'S
7. MAR. 1943
GOVT. OF MYSORE

I have the honor to be,
Sir,
Your most obedient servant,

INSPECTOR GENERAL ~~OF~~ POLICE

Appendix F. G.—1]

SUBJECT.....

.....

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Section War.
File No. 197-42
Serial No. 6.

Diary No. of letter replied to.....

No. Pol. 1783

General and Revenue Secretariat

( )

the *194* .

To The Agent & Chief Medical & Revenue Motor Transport for CM

Date of issue.... 8/3/43

Sir. In continuation of this office letter No Pol. 1470 d 19th Feb. 43 on the above subject. I am directed to state that the required Motor Vehicles have been earmarked by the D.M.S. Shimoga for Medical Service at Bhadravathi, which is the only other class II Town in the Dist.

Signed by.... Mr. S.K.V. Iyer
Visit P.W.D

I have the
8/3/43
Chief Secretary to Govt

List of enclosures.....

Copied by.....

Examined by.....

8/3/43

WD 04161—GPB—60,000—24-10-41

NR(R.1782

GENERAL AND REVENUE SECRETARIAT,

Bangalore, 8th March 1943.

From

The Chief Secretary to the Government of His Highness the Maharaja of Mysore.

To

The Secretary to the Hon'ble the Resident in Mysore.

Sir,

Motor Transport for Civil Defence.

***

In continuation of this office letter No.Pol.1470 dated 19th Janry. 1943 on the above subject, I am directed to state that the*marginally noted vehicles have been earmarked by the District Magistrate, Shimoga, for essential services at Bhadravathi, which is the only other Class II Town in the State.

I have the honour to be
Sir,
Your most obedient servant.

for Chief Secretary to Government

1. 2 cars (petrol driven).
2. 3 lorries (fitted with gas plants).
3. 1 van (Petrol driven) Ambulance